

HAMILTON RADIAL

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Hamilton, Grimsby & Beamsville Electric Railway Passenger Service.

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John Hunter, and others, of North Grimsby and vicinity, applied recently to the Ontario Railway and Municipal Board, under the Ontario Railway Act, sec. 106, sub-sec. (3), for winter service on the Hamilton, Grimsby & Beamsville Electric Ry. at Grimsby East spur. A. B. Ingram, Vice Chairman of the Board, heard the matter at Grimsby on Dec. 2, 1921, and made the following report Jan. 11, 1922:—After taking considerable evidence it was agreed that the cars should be run to the end of the spur at Grimsby East, starting Dec. 5, and concluding on Jan. 5, a count of the passengers boarding and alighting to be taken by the company, and should the petitioners feel disposed to check up the count they were to be at perfect liberty to do so. The company started to make the count on the morning of Dec. 5, and continued to the evening of Jan. 5, filing with the Board each week a copy of the count taken from day to day. The number of passengers boarding is given as 1,941, and passengers alighting, 1,750, total 3,691. The ordinary schedule during week days was 18 cars in and out, and on Sundays 14 in and out. Owing to interruptions to the service by storms on Dec. 18 and 21, I have deducted from the total number of cars in the ordinary schedule on account of these interruptions, making the total number of cars in and out 1,122. This number of cars, divided into the total number of passengers carried, would average about 3 1/3 passengers per car. A count was taken on behalf of the petitioners from Dec. 5 to 10 inclusive, and from Dec. 18 to Jan. 4, inclusive, 24 days in all, the figures being, passengers boarding 1,484, passengers alighting 1,363, making a total of 2,847. Applying the same rule to a

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February, 1922.

CANADIAN RAILWAY AND MARINE WORKS

shorten the running time between the above named points, in order that the hundreds of thousands of passengers travelling between Hamilton and Beamsville shall be accommodated with greater

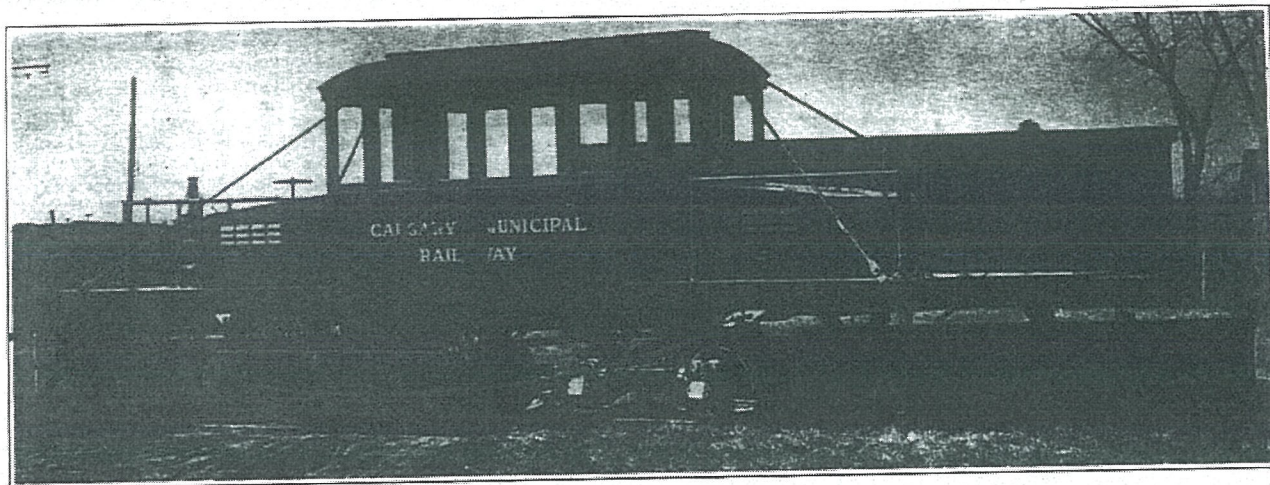
speed than at present, and in order to do this I recommend that the company be instructed to file with the Board forthwith a time table that will carry out the objects sought by this recommendation.

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Combination Snow Plough and Sweeper, Calgary Municipal Railway.

The accompanying illustration shows a combination snow plough and sweeper built recently for Calgary Municipal Ry. by Ottawa Car Manufacturing Co. Its general dimensions are:—length over all, 39½ ft.; width over all, 9 ft. 5 in.; height, top of rail to top of roof, 12 ft. 4 in.; length of body, 12 ft. 1 in.; width of body, 8 ft. 2 in.; diam. of wheels, 33 in. The arrangement includes a front plough 11 ft. long, made to raise 8 in. from the track. It is adjustable for width, and is mounted on two 4-in. cold rolled shafts placed at the back, with heavy brace angles, providing ample strength for work in heavy snow. The two side wings are 12 ft. long and 30 in. wide, and are made of ¼-in. steel plate, sandwiched with 3 in. oak, and a case hardened steel cutting knife is fitted on the bottom. The wings are made reversible and can therefore be operated in either direction, and as they can be raised or lowered to suit conditions, great flexibility is obtained.



Combination Sweeper and Plough, Calgary Municipal Railway.

At the broom end, two standard rotating rattan brooms are fitted. They have the standard length of segment, viz., 4 ft. 2 in., and are gear driven directly from a motor mounted and housed on the car floor. They can be raised and lowered quickly by chain attached to drum, geared for quick and easy operation. Two sliding windows are installed on both sides of the car body, enabling the operator to operate with facility in either direction, the controller being centrally located. The car is equipped with four G.E. 65 h.p. motors, and the broom is operated by 40 h.p. motor. The trucks are of Canadian Car and Foundry Co. make, and the wheels are of rolled steel. The car underframe is of steel construction, standard structural shapes being used therein. The body is of wood, steel sheathed, and the roof is of the turtleback type, having 7/16 t. and g. roof boards covered with no. 10 duck.

London Railway Commission was reported on Nov. 14, to have decided to invite the Dominion Gas Company to attend a meeting of the Commission to discuss the latter company's plans for the erection of a coking plant at Port Stanley, Ont. The question of freight rates over the L. and P. S. R. has been under discussion, and it is stated that the Commission desires to do everything possible to encourage the establishment of the proposed plant.

Hamilton Radial Electric Railway to be Abandoned.

Canadian Railway and Marine World was advised officially Nov. 3, that the Dominion Power and Transmission Co. had decided to discontinue operating cars on its Hamilton Radial Electric Ry. from Hamilton to Burlington, Ont., and to substitute a bus service. The actual date for the discontinuance of the car service was not fixed, but when it is withdrawn, the railway tracks will be taken up between Burlington and the Hamilton city limits, a distance of about 11 miles, 3 miles of which consists of a private right of way. The present right of way will be used for power line purposes. The fares charged on the electric cars between Hamilton and Burlington have been 20c single and 35c return, with a return fare of 25c between Hamilton and Burlington Canal.

The Hamilton Radial Electric Ry. Co. was incorporated by the Ontario Legislature May 27, 1893, with C. M. Counsell, J. H. Tilden, W. A. Wood, A. Zimmerman and J. Patterson as provisional directors.

a branch line from Hamilton through St. Catharines to some point on the Niagara River, between Niagara Falls and Fort Erie, with a bridge over the Niagara River; a branch line from Brantford to Windsor, with a ferry connection to Detroit, or in the alternative, a line from Brantford to London; and suburban lines within Wentworth county, outside the city of Hamilton. No further construction was undertaken by the company after the completion of the line to Oakville in 1906, although surveys were made in 1908 for an extension from Oakville towards Toronto. The section of the line from Burlington to Oakville was abandoned Aug. 3, 1925, and the track and overhead equipment was removed subsequently. This section of the line was laid on a private right of way on which are several heavy bridges, and the track was well ballasted. There have been reports recently that this mileage might be acquired by the Ontario Highways Department for use as a portion of

to build electric railways from Hamilton to Guelph and thence to Mount Forest, from Hamilton to Berlin (now Kitchener) and Elmira; and from Hamilton to Burlington, and Oakville. On May 5, 1894, the act mentioned above was repealed, and the company was reincorporated with the same provisional directors, and in addition to the lines mentioned, was given power to build a belt line from Berlin through Waterloo, Woolwich, Wellesley, and Wilmot townships; to extend the Hamilton-Burlington-Oakville line to Mimico, and to build lines from Hamilton to Niagara Falls or Queenston, and from Hamilton to Brantford. The company built its line from Hamilton to Burlington, 12 miles, in 1897, and extended it to Oakville, a distance of 12.50 miles, in 1906, the extension being put in operation May 3, 1906. The Dominion Parliament passed an act June 16, 1908, declaring that under the provisions of the Railway Act of 1888, secs. 306 and 307, and the British North America Act of 1867, secs. 91 and 92, the company's railway on crossing the line of the Grand Trunk Ry. at Burlington in 1897, became, and had been since, subject to the exclusive jurisdiction of the Dominion Parliament, and its undertaking was declared to be for the general advantage of Canada. Authority was given to extend the line from Oakville to Toronto, and it was also authorized to build

an additional highway. The original owners of the Hamilton Radial Electric Ry. were associated with the Hamilton Electric Light and Cataract Power Co., and in 1903 the Hamilton Cataract, Power, Light and Traction Co. was incorporated under the Ontario Companies Act, the interests of the two companies being merged, and confirmed by an act of the Ontario Legislature, May 22, 1903, the company owning among other assets the entire common stock of the Hamilton Radial Electric Ry. In Jan., 1907, the Dominion Power and Transmission Co. was incorporated under the Dominion Companies Act, and took over the entire property and assets of the Hamilton Cataract, Power, Light and Traction Co. Details of the earnings and traffic of the Hamilton Radial Electric Ry. for 1927 are given in a table in Canadian Railway and Marine World for November on pg. 666.

Montreal Tramways Co. put in operation on Nov. 17 changes in schedule on route 65, which has been extended from Cote des Neiges to Snowden Jet., and in the routing of evening traffic on route 96; and on Nov. 19, it put in operation a new service no. 54, from Craig St. terminus via Craig, St. Lawrence, Rachel, De la Roche, Gifford, Chambord, Laurier, Papineau and Rosemount Boulevard to 26th Ave., returning via the same route.

Electric Railway Department

Hamilton and Dundas Street Railway Ceases Operation.

The Dominion Power and Transmission Co., which owns the Hamilton and Dundas St. Ry., notified the Hamilton City Council, and the Dundas Town Council, on Aug. 30, that it would cease operating its cars between Hamilton and Dundas, at midnight, Sept. 5. W. C. Hawkins, Managing Director is reported to have stated in an interview on Sept. 1 that the H. and D. Ry. had not made expenses for some time past, and even under the new arrangement for higher fares made at the beginning of the year the line could not support itself. While the operation of buses had some effect on the diminution of traffic, they did not affect the company's receipts as much as privately owned automobiles. Mr. Hawkins attended a meeting of the Hamilton Board of Control on Sept. 4, and is reported to have stated that the company was prepared to surrender its franchise and pay the penalties. The Board was anxious to arrange to have the company operate a service on the line within the city, but pointed out that the loss was at about \$2,500 a month, and the company could not find the money. A conference was held Sept. 5, between E. P. Coleman, General Manager, and the board of control with regard to a service on the H. and D. R. line within the city, following which Mr. Coleman issued the following statement:—"The legal situation in regard to the H. and D. R. tracks under the present conditions is very uncertain, and I am inclined to believe that officially I have no authority to interfere in any way, shape or fashion. We realize, however, that the people in the southwest section of the city need some form of service, and for the present the Hamilton St. Ry. will operate a 20-minute service as far as the Westinghouse works. This service will be given with the understanding that this arrangement is subject to the legal complications which may arise to stop it. The city authorities have agreed to put all legal claims aside temporarily and to co-operate with the Hamilton St. Ry. in providing temporary service for the district."

The operation of the cars over the line was stopped at midnight, Sept. 5, according to notice, and on the morning of Sept. 6, bus proprietors in Dundas put on a sufficient number of vehicles to carry all traffic offering. A bus service was also put on in the southwest Hamilton district, and another bus service was also operated by a private concern. The H. and D. St. Ry. employees are being taken care of by the other electric railways owned by the D. P. and T. Co. The H. and D. St. Ry. Co.'s affairs are reported to have been placed in charge of Gibson, Levy and Co., the company's solicitors with a view to their being wound up. The principal creditor is the Dominion Power and Transmission Co. which has been paying operating losses.

The Hamilton and Dundas St. Ry. Co. was incorporated by the Ontario Legislature in 1876 to build and operate a street railway between Hamilton and Dundas. A franchise agreement was entered into between the company and the Dundas Town Council on Nov. 5, 1877, which was confirmed and declared binding by the Ontario Legislature in 1879, in an amending act, which also authorized

the company to increase its capital stock to \$50,000, and to issue \$25,000 of bonds in addition to \$25,000 issued in Sept. 1878, the interest on them not to exceed 8%. A further act was passed in 1881 under which the capital was to consist of \$26,000 of shares then outstanding, and a further \$20,000 of preferred or deferred stock the interest on which was not to exceed 8%; the original \$25,000 of bonds, and the \$5,000 of the second issue, were to be called in, and the company was authorized to issue \$50,000 of 6% bonds. In 1884, the company was authorized to

same time at \$65,000. In 1890 the company was authorized to increase its bond issue to \$150,000, and in 1895, it was authorized to issue \$100,000 of 2nd mortgage bonds; to operate its line by electricity only in Hamilton, east of Queen St., and by electricity or steam, or both west of Queen St., Hamilton, to Dundas. The Dundas Town Council, with the ratepayers' approval passed a bylaw in May, 1897, for the electrification of the line, and for its extension, and on June 17, 1897, an agreement was entered into between the company and the Toronto, Hamilton and Buffalo Ry. Co. for the operation of that company's freight trains into Dundas, the bylaw and the agreement being ratified by the Ontario Legislature in 1898. The bylaw provided for the extension of track from the then terminus in Dundas to Fisher's Mills, for the construction of sidings, and for the connection of the line with the T. H. and B.R. in Ancaster Gore; for the electrification of the line, the work to be completed by Sept. 1897; local fares in Dundas to be 5c, or 6 tickets for 25c; children's 3c or 10 tickets for 25c; persons living in Dundas but employed in Hamilton to be sold 6 return tickets for 75c, available between certain hours, and to be used within 2 weeks; a motorman and conductor to be employed on each car; the agreement to run for 50 years, with the option of reviewing conditions at the end of 30 years. The agreement with the T. H. and B. Ry. provided for the payment of \$2,750 a year on the completion of the extension and the provision of the necessary terminal facilities in Dundas, and of \$1,750 additional a year subject to adjustment from time to time; the agreement to run for 21 years, and for a further term of 21 years if it were found to be legal, either party having power to apply to the Dominion Parliament for confirmation, which was subsequently done. There is also an agreement between the company and the City of Hamilton under which 6 tickets were to be sold for 25c. The other fares are subject to the Railway Act. The H. and D. St. Ry. passed from its original owners to the Hamilton Cataract Power, Light and Traction Co., which in turn was taken over by the Dominion Power and Transmission Co., which was incorporated Jan. 2, 1907, with authorized capital of \$25,000,000.

The H. and D. St. Ry. has a total length of 6.98 miles, of which 0.20 mile is double track, and 1.60 miles of turn outs and sidings. Of the main line 1.24 miles are east of Queen St., Hamilton, and the junction with the T. H. and B. Ry. is at mile 3.73, the terminus in Dundas being at King St. The schedule shows 36 cars were operated each way, of which four in the morning and two at night in either direction were run on week days only. In January it was reported that the D. P. & T. Co., which owns the line, is reported to have lost \$91,078 in its operation since 1916. The net loss from operation for 1921 was \$17,934.34, and the total corporate loss was \$24,707.59. During 1922, the revenue failed to meet the operating expenses by approximately \$25,000. The H. & D. St. Ry. Co's total capital is \$200,000, of which \$100,000 is common stock and the balance bonds.

Canadian Electric Railway Association.

Honorary President: Major General Sir John M. Gibson, K.C.M.G., M.A., LL.B., LL.D., K.C., director, Dominion Power & Transmission Co.

Honorary Vice President: Acton Burrows, Proprietor, Canadian Railway and Marine World.

Honorary Advisory Council: Thos. Ahearn, President, Ottawa Electric Ry.; F. A. Gaby, Chief Engineer, Hydro Electric Power Commission of Ontario; Lt. Col. J. E. Hutehinson, General Manager, Montreal Tramways Co.; Geo. Kidd, President, British Columbia Electric Ry.

President: H. H. Couzens, General Manager, Toronto Transportation Commission.

Vice President: D. E. Blair, Superintendent of Rolling Stock, Montreal Tramways Co.

Treasurer: E. P. Coleman, General Manager, Dominion Power & Transmission Co.

Executive Committee: The President, the Vice President, the immediate Past President (Major F. D. Burpee, Manager and director, Ottawa Electric Ry.), the Treasurer, and G. Gordon Gale, Vice President and General Manager, Hull Electric Co.; W. S. Hart, Treasurer, Quebec Railway, Light, Heat & Power Co., and Vice President, Three Rivers Traction Co.; D. W. Houston, Superintendent, Regina Municipal Ry.; C. B. King, Manager, London Street Ry.; M. W. Kirkwood, General Manager, Grand River Ry. and Lake Erie & North-Transportation, New Brunswick Power Co.; A. W. McLmont, Vice President and General Manager, Winnipeg Electric Ry.; W. R. Robertson, General Superintendent of Railways, Hydro Electric Power Commission of Ontario; H. E. Weyman, Manager, Levis County Ry.; C. L. Wilson, Superintendent, Hydro Electric Ry., Toronto & York District.

Auditor: Lt. Col. G. C. Royce. Secretary: Eustace Smith, Jr., Executive Assistant, Toronto Transportation Commission, 35 Yonge St., Toronto.

Official Organ: Canadian Railway and Marine World, Toronto.

build extensions of track to Van Wagner Beach, and to Grimsby, with terminals etc., in Hamilton subject to the Hamilton St. Ry's rights and with a restriction as to the streets upon which tracks might be laid; the bonding powers were further amended, and the company was authorized to lease or sell its undertaking. No construction was apparently done under this act, and it was not until after the incorporation of the Hamilton, Grimsby and Beamsville Electric Ry. Co. in 1892, that construction in the direction of Grimsby was undertaken; and not until after the incorporation of the Hamilton Radial Ry. Co. in 1893 and 1894, that the line to Van Wagner Beach was built. The H. and D. St. Ry. Co. leased its undertaking to John Weatherstones on Nov. 21, 1885, the lease being confirmed by the Ontario Legislature in 1886; the bond issue of the company being fixed at the

pg. 508).

The Toronto Hamilton & Buffalo Ry.'s main line is carried over the Welland River, 1.35 miles west of Welland station, Ont., by two bridges, the bridge carrying the east bound track consisting of one 150 ft. through Pratt steel truss, built in 1896, supported on masonry abutments, the west bound track being supported on a wooden trestle, built in 1913, having an opening of 22 ft. in or about the center of the river for navigation. The height of the base of rail above normal water is 21 ft. The depth of the water of the river at the center is approximately 11 ft. under normal conditions. The spacing of the present bridges is 18 ft. on centers. In lieu of the present bridges two double track spans of 75 ft. each are to be built, supported upon a new center pier, the present abutments to be altered and enlarged; the main walls of the abutment are to be extended toward the north; a new wing wall will be built and the southerly wing walls extended and bridge seat lowered to accommodate deck plate girders. Both abutments are to be reinforced against bank pressure, by the construction of a heavy reinforced concrete footing supported on piles and extending the entire length of the wings. A new center pier supported on piles will be built in or near the center of the river to support the 75 ft. bridge spans. Steel sheet piling will be driven to form the necessary coffer dams to enable the foundations to be constructed after which it will either be removed or cut off at low water level. The bridge spans will be of deck plate girder construction with ballast top, having the fixed ends on center pier and expansion end on abutments. The Board of Railway Commissioners has authorized the building of the two bridges. Contracts have been let for the substructures and concrete decks to Dominion Construction Co., and for the superstructures to Hamilton Bridge Works. It is expected to have the work completed this year. (August, pg. 508).

Hamilton city officials had a conference with H. T. Malcolmson, General Manager, and R. L. Latham, Chief Engineer, T. H. & B. R., recently, in regard to a proposition that the tracks from the tunnel, west of Hunter St. station, to Wentworth St., be elevated.

The Board of Railway Commissioners passed order 45,014, July 8, authorizing the raising of the grade, elimination of curvature, widening of fills and removal of sags on the T.H. and B.R. line between stations 56 and 107, on the Dundas branch. The raising of the grade will not only improve maintenance and operating conditions, but will also afford protection against ice and floods from the Dundas Creek, which parallels the line for a considerable distance. The creek side of the embankment is to be riprapped, to prevent scouring and erosion. Following securing of the necessary extra land, a contract for the work was awarded Dom-

September, 1930

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Union Construction Co., operations being started at once and being well under way at the time of writing, Aug. 21. The estimated cost of the work is \$31,000. The work is in the easterly section of the Town of Dundas, and east thereof, station 107 being at about West St., Dundas. The line, at the scene of operations, runs practically east and west, parallel to Dundas Creek, which is at the south side of the track. Station 56 is at elevation

256.65 ft. above sea level, and station 107 at elevation 266.80, the profile of the original line showing a number of sags between the two stations. All of these are to be removed, the raised track to be on a slight grade between stations 56 and 99, where elevations will be 256.65 and 258.65 respectively, with a somewhat heavier grade, though lighter than the original one, from station 99 to the original elevation of 266.80 at station 107.

Branch Line For Gebo Coal Company.

The Board of Railway Commissioners, following hearings in Edmonton, ordered

would be \$1,250,000. Mr. Owen stated that the C.N.R. attitude was that the

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